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C-O-N-F-I-D-E-N-T-I-A-L

INFORMATION REPORT

PREPARED AND DISSEMINATED BY
CENTRAL INTELLIGENCE AGENCY

COUNTRY
Hungary

SUBJECT
Location and Description of New Concrete Bridges Over Karadi Main Canal/Fuel and Ammunition Dump/ New Single Track Railroad and Water Towers for New Chemical Plant/New Bridges Over Bodva and Tarna Rivers

DATE DISTRIBUTED
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SUPPLEMENT TO REPORT #

THIS IS UNEVALUATED INFORMATION 25X1

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27 MAY 1957

1.

2. Three original bridges were destroyed by the Germans during World War II and replaced by temporary wooden bridges after the war. These bridges were then rebuilt in 1950 of reinforced concrete into a so-called Hungarian Standard Bridge on the Karadi main canal in the northeastern part of Hungary for the roads connecting Sarospatak /48°19' - 21°34'/, Tiszakarad /48°12' - 21°43'/ and Czigand /48°15' - 21°53'/. /See On File Item #1 listed at end of this report/ This type of bridge is considered the standard Hungarian bridge. These bridges are 10 meters long and have a six meter wide roadway, 60 centimeter wide sidewalk with iron railing on each side of the bridge and a capacity of 75 tons. The superstructures are reinforced concrete of which 270 kilograms per cubic meter is cement. The piers are three meters high, made of concrete (180 kilograms of cement per cubic meter). Each base is also concrete, 1.20 meters high (120 kilograms of cement per cubic meter). One bridge cost 250 thousand forints.

3. Between Sarospatak and Czigand, in 1950, a four meter wide macadam road existed in bad condition. /See On File Item #1/ The road was approximately 25 centimeters thick, of which 15-20 centimeters was of large stones and on top a layer of crushed rocks, approximately four to six centimeters thick. These were then covered with sand and rolled.

4. In three places, Felsozsolca /48°06' - 20°51'/, Gesztely /48°06' - 20°58'/ and Csillagharangod /48°07' - 21°07'/, a new six meter wide, 20 kilometer long, asphalt road, with four bridges, was completed in 1951. /See On File Item #2 listed at end of this report/

USAF review completed.

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5. The four bridges are as follows: [See On File Item #2]

   a. Single span reinforced concrete bridge was constructed for the new road over the double track standard gauge railroad line between Onga [48°07' - 20°55'] and Alsozsolca [48°04' - 20°53']. The superstructure is 1.20 meters thick and was made from a composition of which 270 kilograms per cubic meter is cement. Height of the base is 1.5 meters (150 kilograms of cement per cubic meter). The clearance is 5.40 meters. The bridge is 10 meters long and has a six meter wide roadway, 60 centimeter wide sidewalk with iron railing on each side and a capacity of 75 tons.

   b. The second bridge for the new road is over the Barsonyos River three kilometers south of Onga. A description of the bridge is as follows:

      (1) Reinforced concrete superstructure (270 kilograms cement per cubic meter)
      (2) Concrete piers (180 kilograms cement per cubic meter)
      (3) Concrete base (120 kilograms cement per cubic meter), 10 meters long
      (4) Six meter wide roadway
      (5) Sixty centimeter wide sidewalk on each side of iron railing.
      (6) Capacity 75 tons

   c. The third bridge is exactly the same as the second one and located over the Hernad River, one kilometer southwest of Geszfely.

   d. The fourth bridge is located over the newly built riverbed of the Hernad River about 200 meters south of Geszfely. A description of the bridge is as follows:

      (1) 80 meter long reinforced concrete superstructure (270 kilograms of cement per cubic meter)
      (2) Four concrete piers (180 kilograms of cement per cubic meter)
      (3) Four concrete bases (120 kgs of cement per cubic meter)
      (4) Six meter wide roadway
      (5) Sixty centimeter wide sidewalk on each side
      (6) Iron railing
      (7) Capacity 75 tons.

6. Between Sirok [47°56' - 20°12'] and Pusztakokut [47°54' - 20°11'] on the Tarna River a temporary bridge was rebuilt in 1950. [See On File Item #3 listed at end of report] A description of the bridge is as follows:

   a. Single span reinforced concrete (270 kilograms of cement per cubic meter)
   b. Concrete base (150 kilograms of cement per cubic meter)
   c. 10 meters long
   d. Six meter wide roadway
   e. 60 centimeter wide sidewalk on each side
   f. Iron railing
   g. Capacity 75 tons
   h. clearance 2.5 - 3 meters

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7. During my frequent travels through Hungary, I heard that a fuel and ammunition storage dump was completed in 1955, approximately three-four kilometers northeast of Matraderecske /47°56' - 20°05'/ and approximately three-four kilomters north of Recsk /47°56' - 20°06'/ /See On File Item #3/

8. In 1952, two reinforced concrete water tanks were completed above the surface of the ground and were covered by earth. They were for a chemical factory under construction at Sajobabony /48°10' - 20°44'/ /See On File Item #4 listed at end of this report/ A description of the water tanks is as follows:

   a. Tank clearance: 3.50 meters
   b. Diameter: 35 meters
   c. Thickness of top: 0.50 meter
   d. Thickness of side wall: 0.30 meter
   e. Thickness of base: 1.80 meters
   f. Diameter of support beams inside of tanks: 0.40 meter
   g. Capacity: 200 cubic meters

9. In 1952 a single track standard gauge railroad was already completed between Sajobabony and Sajoecseg /See On File Item #4/

10. In 1949, a temporary bridge from World War II was rebuilt to a 25 meter long reinforced concrete road bridge on Bodva River two kilometers southwest of Szendrolad /48°20' - 20°44'/. /See On File Item #5 listed at end of this report/ A description of the bridge is as follows:

    a. Reinforced concrete superstructure (270 kilograms of cement per cubic meter) of three parts, each eight meters long, resting on two concrete piers (180 kilograms of cement per cubic meter)
    b. Four concrete bases (120 kilograms of cement per cubic meter)
    c. Six meter wide roadway
    d. 60 centimeter wide sidewalk on each side
    e. Iron railing
    f. Capacity: 75 tons

11. One track of the double track standard gauge railroad between Satoraljaujhely /48°24' - 21°39'/ and Sarospatak /48°19' - 21°34'/ was dismantled in 1950 as war reparations for the USSR and delivered to Bulgaria.

/Collector's Note: The bridges described in this report were all of 75 ton capacity and were built in Hungary at the request of the Soviets for the use of heavy tanks/

/On file [redacted] are the following overlays classified Confidential:

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#1 Overlay showing location of new concrete bridges and roads over the Karadi Main Canal
#2 Three single span reinforced concrete bridges, one between Onga and Alsozsolca; second south of Onga; third south of Geszfely
#3 Fuel and ammunition storage dump
#4 Two reinforced concrete water tanks and single track standard gauge.
#5 Rebuilt bridges over the Bodva River
#6 Rebuilt bridges over the Tarna River/

-end-

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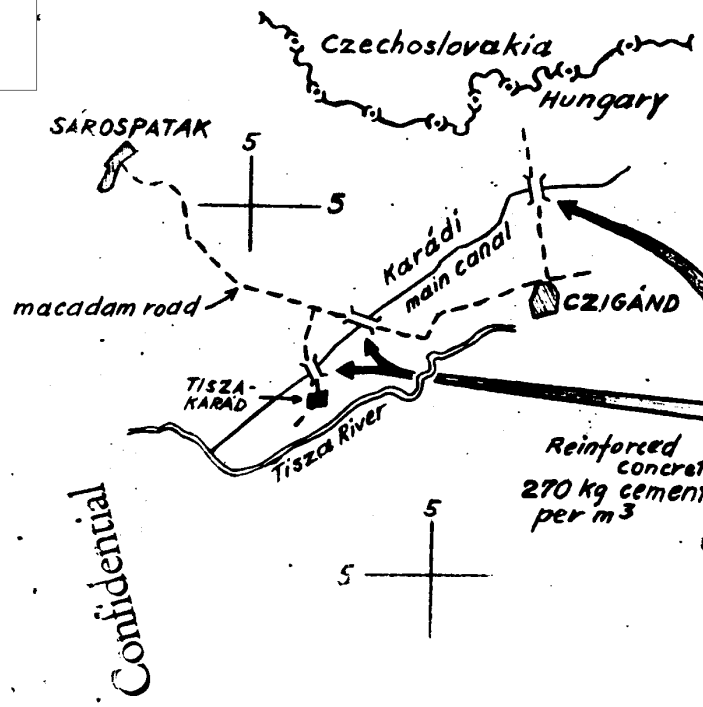
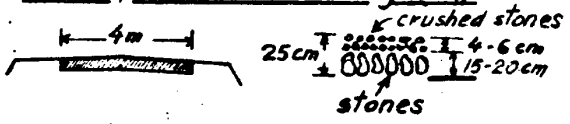
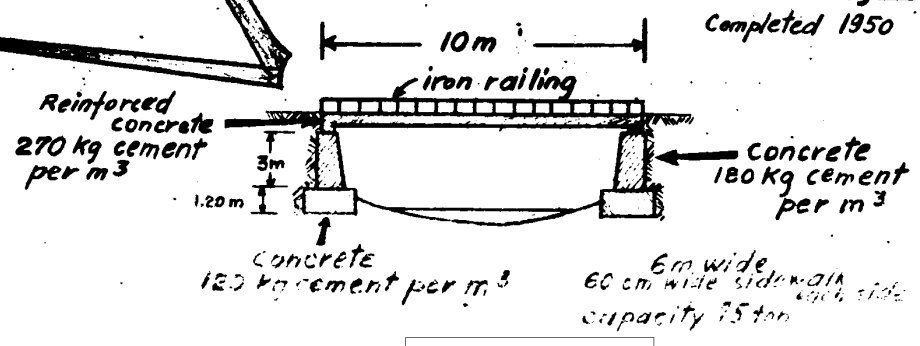
SHEET R-49
AMS SERIES M-508



Macadam road between Sárospatak and Czigánd



Hungarian Standard Bridge
Completed 1950



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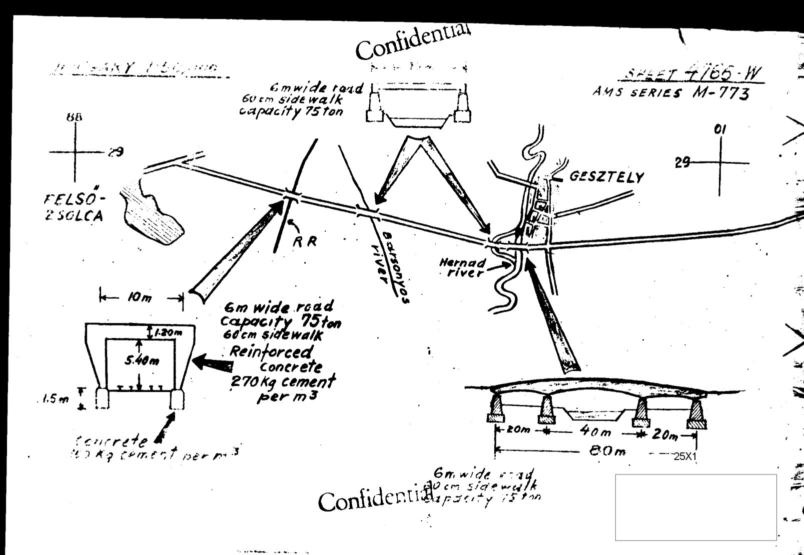

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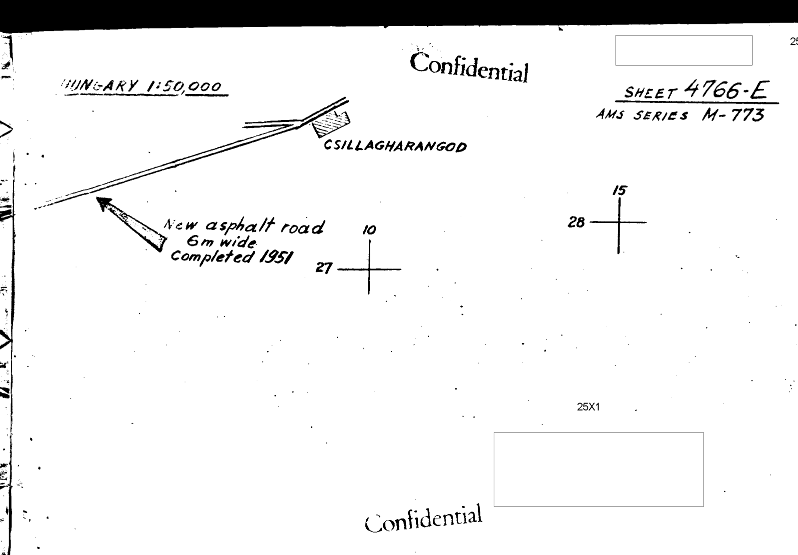

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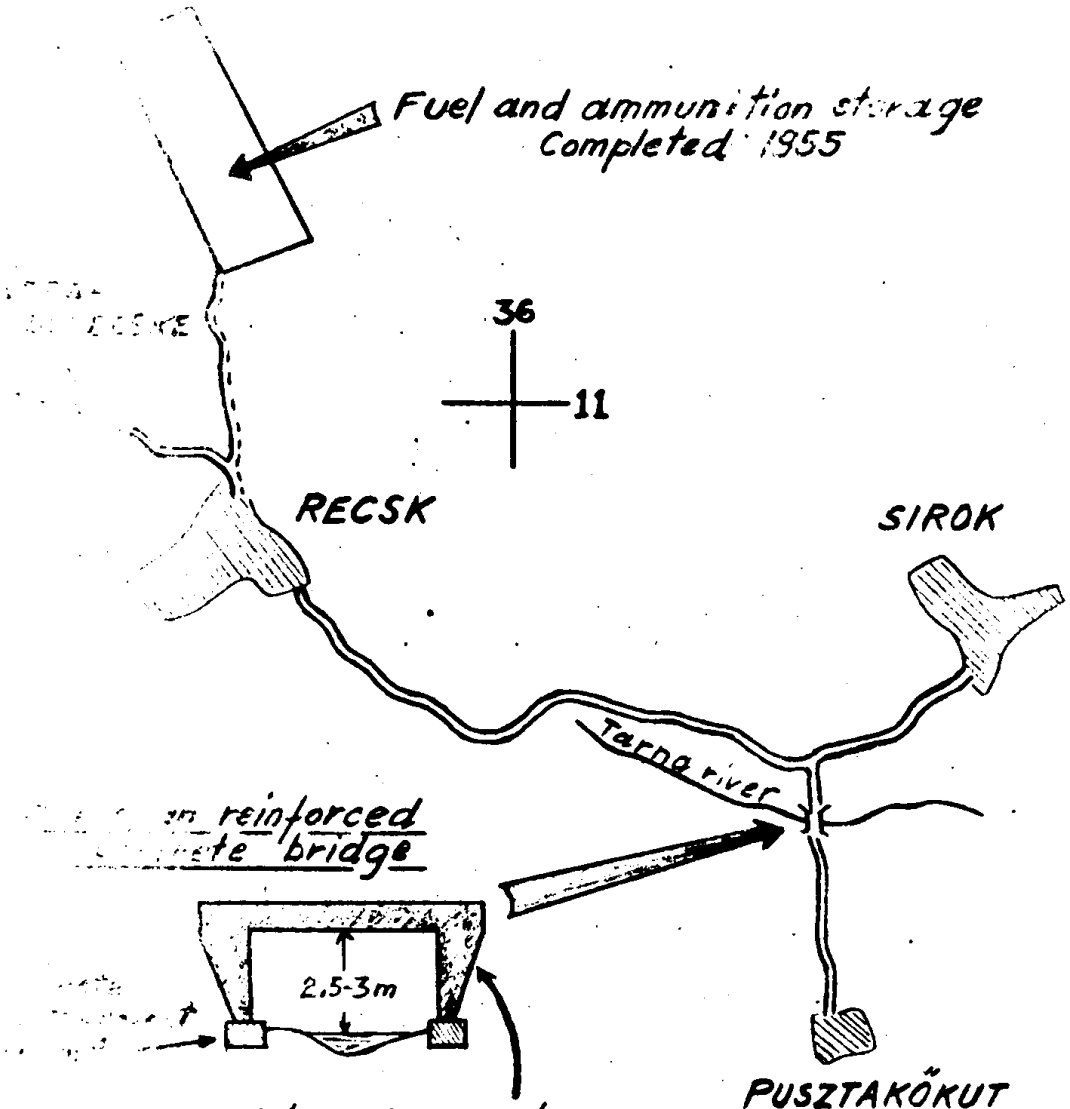

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SHEET 4765-E

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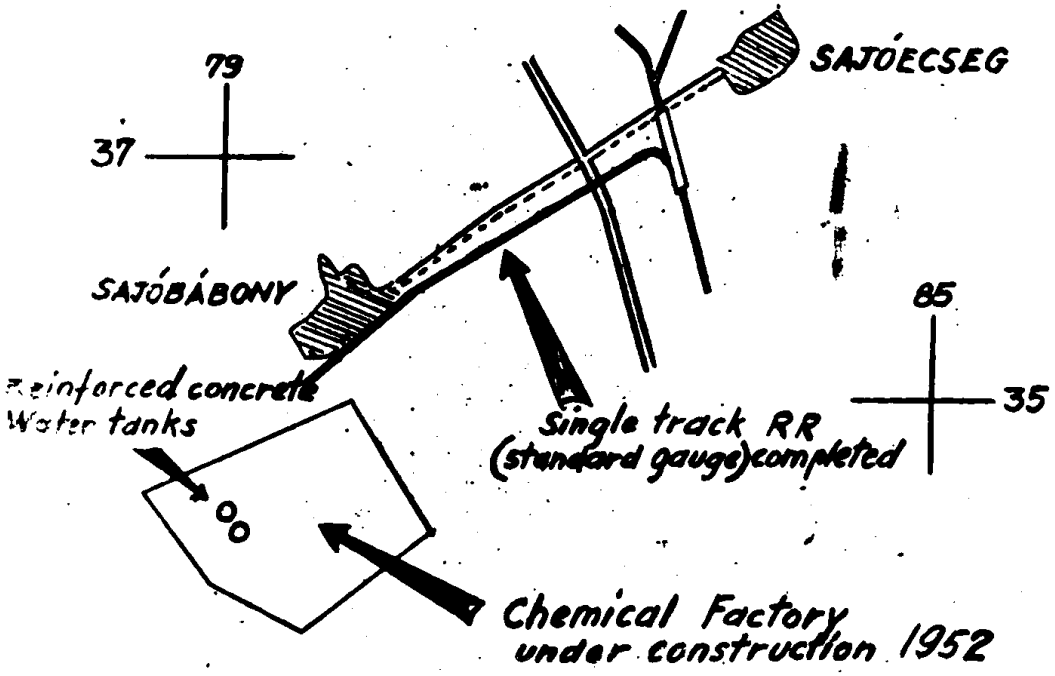
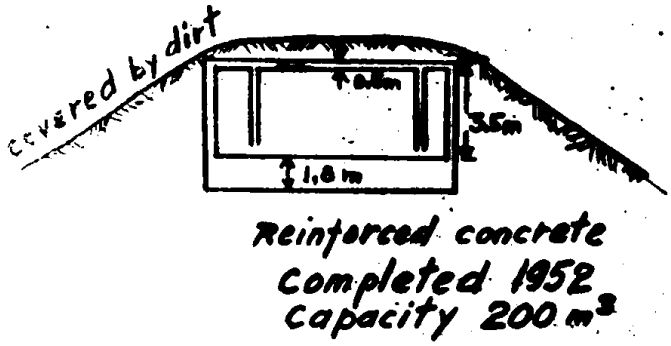


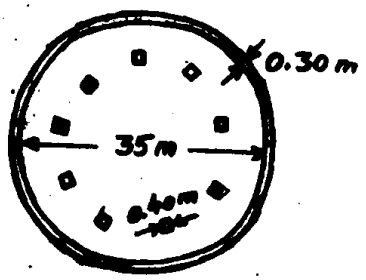
Water Tank

side view



Reinforced concrete
completed 1952
capacity 200 m³

View from above



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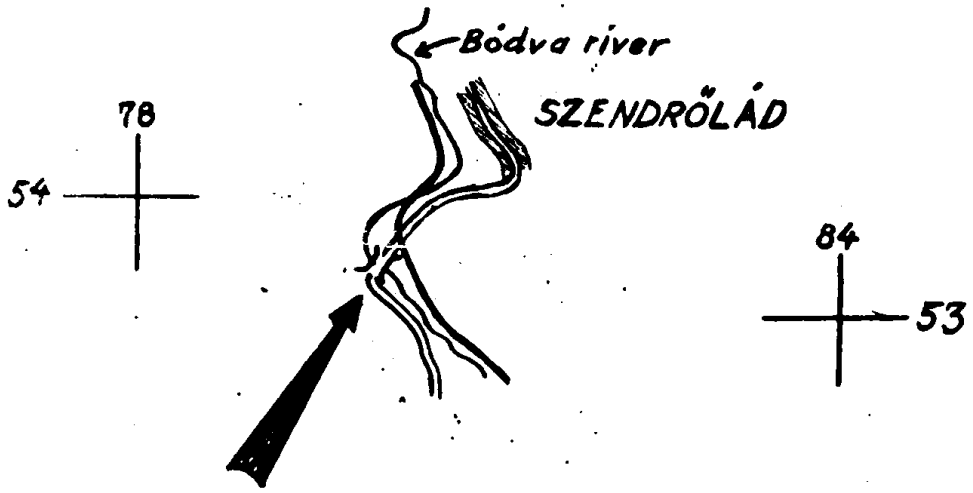

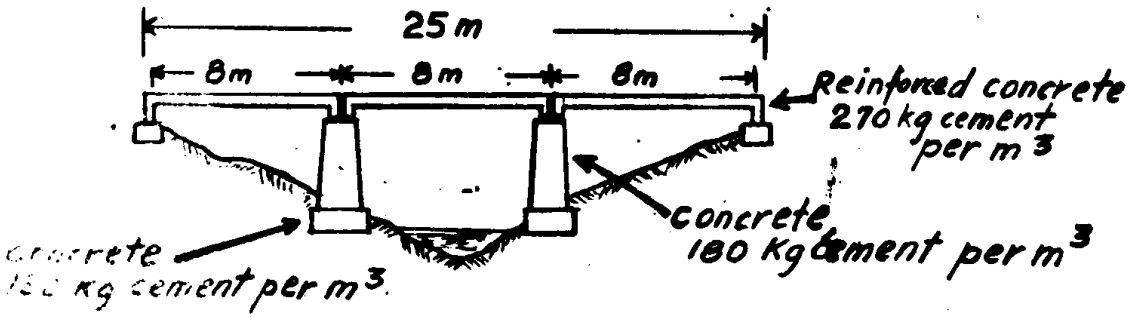

6m wide roadway
60 cm sidewalk each side
Capacity 75 ton
Rebuilt 1949

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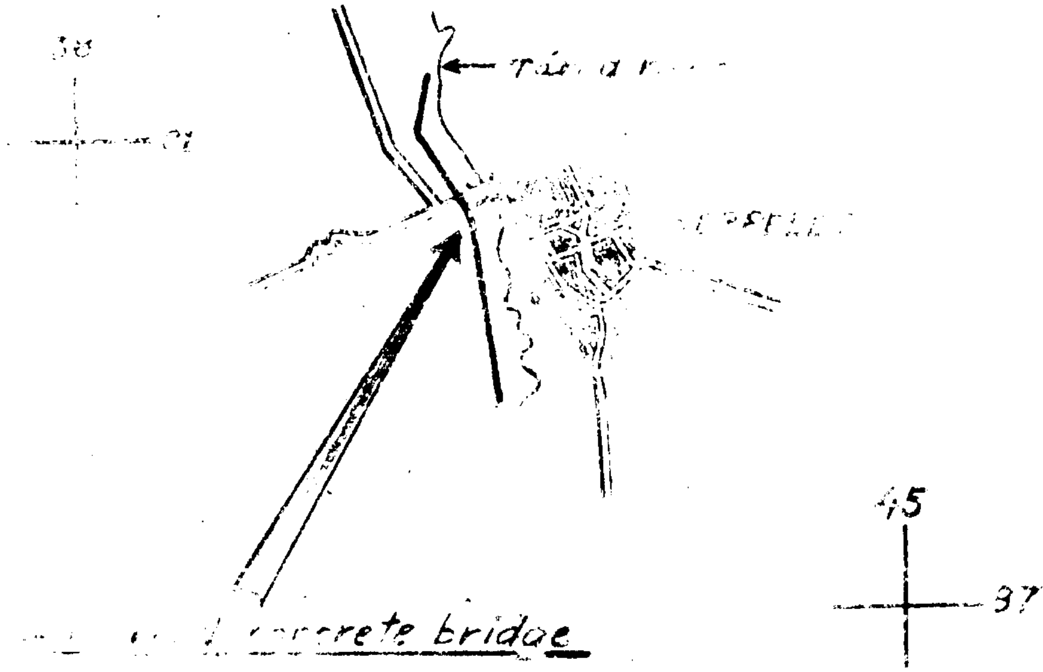
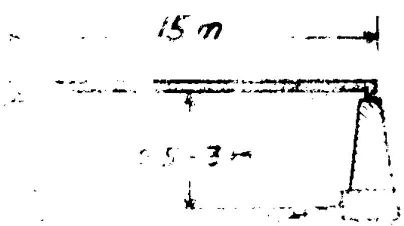


... concrete bridge



... wide roadway
... wide sidewalk ... railing
capacity 75 ton
built 1949

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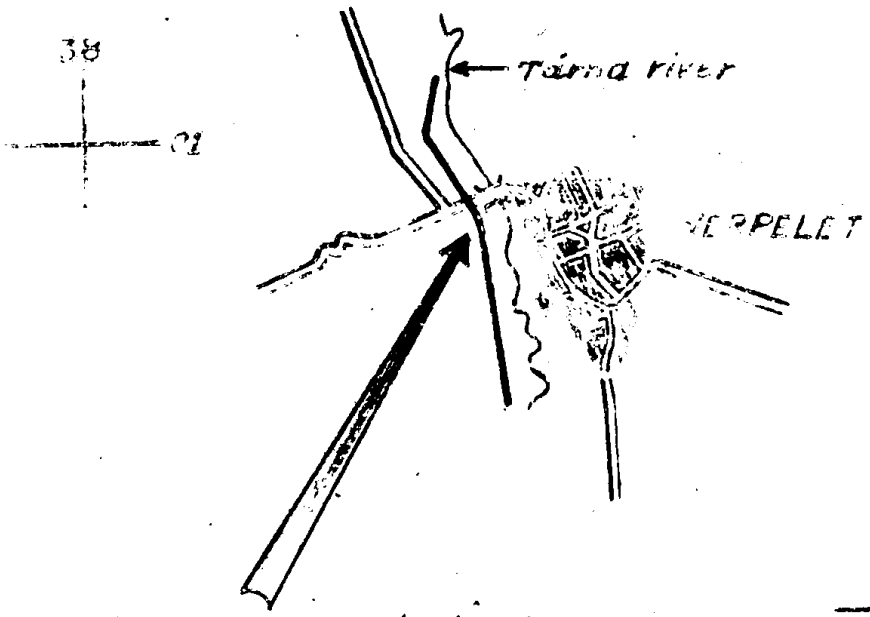
SCALE 1: 50,000 SHEET 4864-E

AMS SERIES M-773



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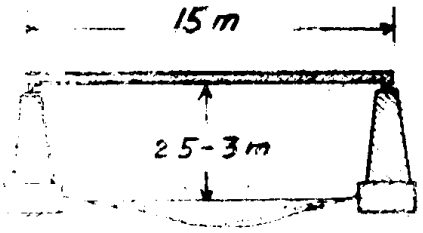
reinforced concrete bridge



6 m wide roadway
1.5 m wide sidewalk, iron railing
Capacity 75 ton
Rebuilt 1949

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